



24 September 1959

Dear Doc,

Enclosed herewith is the copy of the report you loaned me last week. It is certainly a very thorough treatment of three aspects of the problem. The next report which will discuss the other two aspects of the problem will be much more important to us, since we are convinced that those aspects are the most important considerations to our system.

Rod and I have come to the following conclusions on the three parts:

- I. The greater rearward sweep of the bow and tail shock waves, which can be expected as a result of the higher speeds of Kelly's vehicle relative to the RF101, suggests that there will be no problem. To be on the safe side, however, we have requested (PE 145) the bow shock wave profile.
- II. At the altitude with which we are concerned, refraction errors, which merely cause an aiming error, are not a problem. The aiming error will be nearly that to which we are accustomed at the present time.
- III. At the speeds and altitudes with which we are concerned, luminosity is not a consideration.

This report has been very helpful, since it has confirmed very closely our engineering judgement and decisions to date. We are very anxious to see the forthcoming report, if you can arrange for us to see it.

*Milt*

Milt

MDR:mb

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